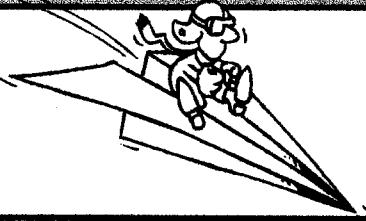


Jun '98

Volume 23.05

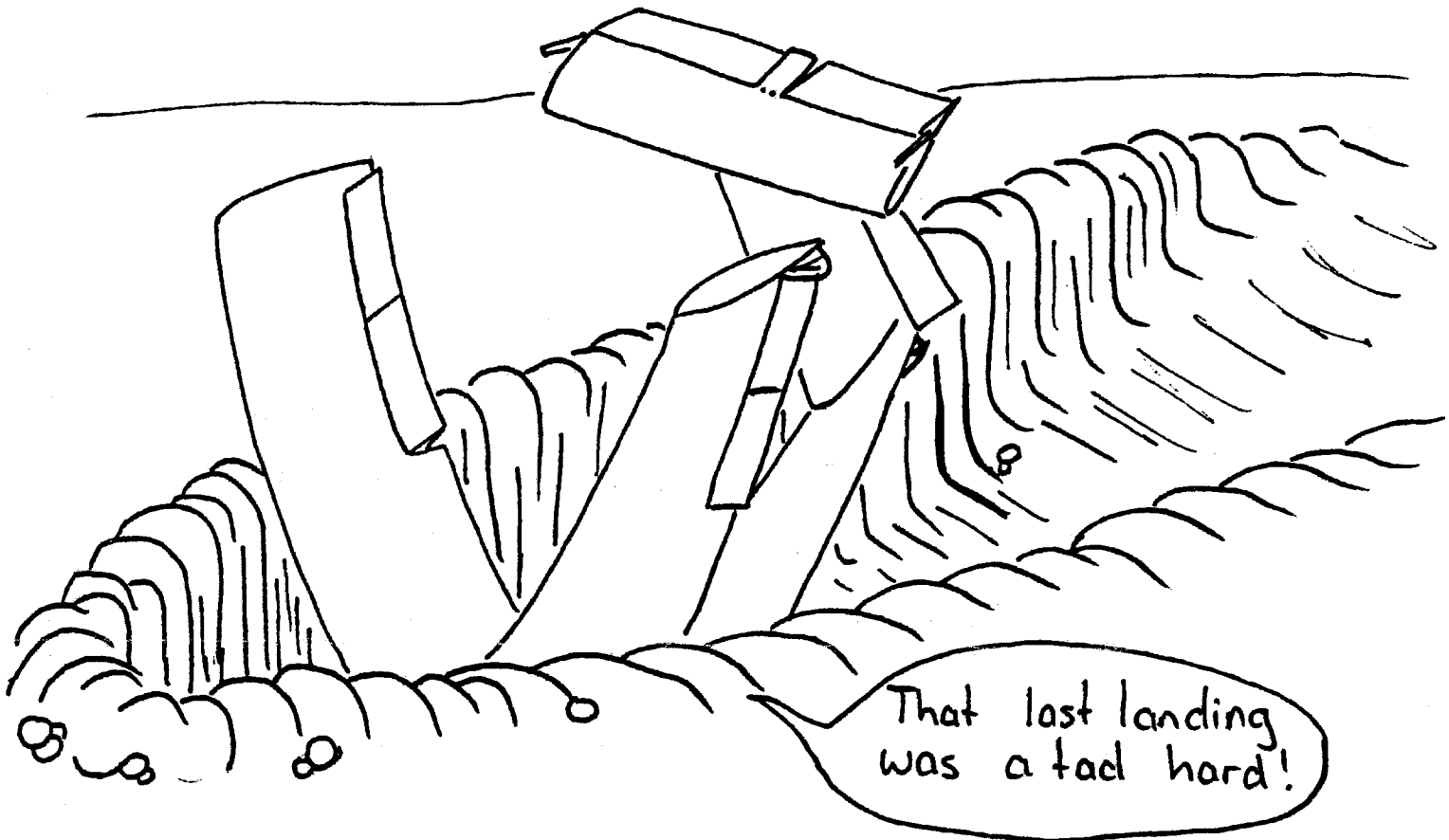
Uni



Gliding

The Official Journal of the Adelaide University Gliding Club

WEBSITE: <http://www.augc.aus-soaring.on.net/>



CONTENTS

President's Spiel	2
Obituary	3
Bergie's Revenge	4
Virtual Flying	6
Reminders	7
Delicious Menu	8
What's on in June?	9
May on Field	10
Calendar	11
How to Get There	12

STOP PRESS

AUGC ANNUAL DINNER

Friday 3rd July 7.30 pm

Fleet Street Cafe, Pulteney St

Trophies & award presentations

RSVP Angus on 84311491

Don't miss it!

PRESIDENT'S SPIEL

Hi Everyone,

Welcome to the second newsletter since the revolution. Hah, I have foiled your cunning plan! So far I have not been posted anywhere (yet)!

Where have you all been? There has been some excellent flying weather recently with only a few people keen enough to enjoy it. Escape the city and come flying.

Welcome back, belatedly, to Steve and Karen Were and to Dennis Medlow. Steve and Karen decided that they didn't like Sydney all that much and have since returned to Adelaide. How soon till the PIK-20 is back in the air, Steve? Dennis Medlow returns from Queensland and his efforts to help the Army with its communications network. He is now keen to get his Instructor's Rating back, and he is also keen to prevent any of his flying indiscretions from reaching the ears of Don Hein.

Congratulations this month go to Angus MacGillivray for qualifying for his B-Certificate, Andrew McCauley for finally converting to the Club Libelle (it's better than a Boomerang!) and to David Conway for actually convincing Mandy and Peter that they should let him fly their DG200. Well done!

There are some major events coming up soon. The trip to the Flinders Ranges on the Queen's Birthday long weekend. This will feature flying over a very scenic area, bushwalking, touring, wine drinking and bonfire appreciation amongst other things. Give Cathy or David Conway a call if you are interested in coming along. The Club's Annual Dinner is on Friday, 3 July at Fleet

EDITOR'S PAGE

WANTED: Newsletter Editor

Alas, after my pathetic first effort, I can go on no more. Never have so many people been so offended.....

The general consensus was that such a respected journal as this wot you are now reading is not the place for an emotional outburst.....

Also, in particular, I would like to humbly apologise to the following individuals for any distress I may have caused:

to Anthony, for the "Mr Wonderful" jibe;

to Mandy, for the "bird" reference;

to Angus, for the "annual report" comment (everyone knows 5th Members don't give reports);

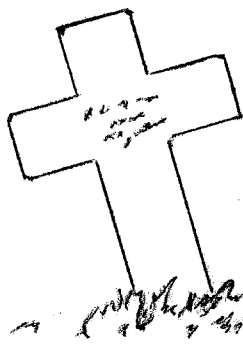
to Claire, for the "Wild One" tag (she's really a nice quiet girl, Mrs Clements);

to Michael Texler, for producing a Newsletter without mentioning his name once.

I would also like to apologise to the thousands of students, engineers and aviation buffs around the planet who were thrown into mass confusion and panic by the mention of an "inverted lateral displacement anti-phugoidal spin", when of course there is no such thing.

Because I have let the Club down in this manner I feel I have no alternative but to do the honorable thing. By the time you read this, **MICHAEL TEXLER** should be scattering my ashes over the ridge (probably from 10,000' in a pressurized, supercharged, twin-engined, IFR/GPS/INS equipped de-luxe something or other).

Please think of me occasionally, when you're up there among the clouds. Thanks for all the great memories.....



Steve McGuinness

Ex-Newsletter Editor
R.I.P.

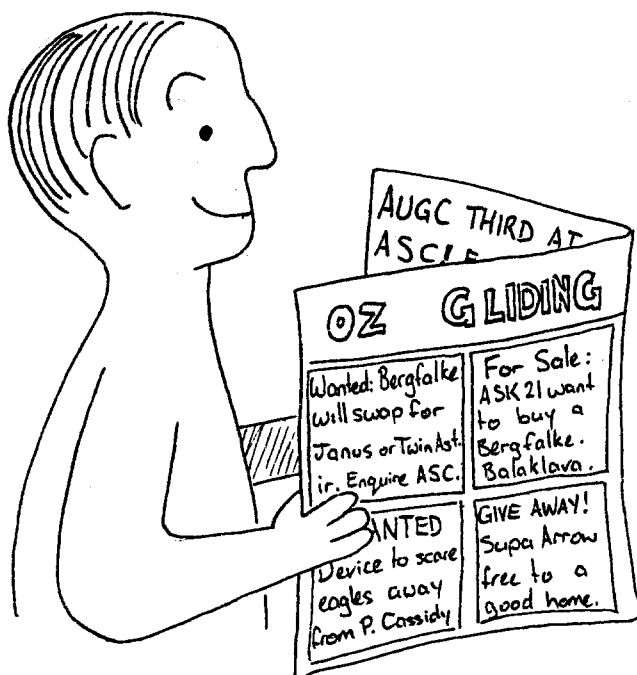
BERGIE'S REVENGE

A number of AUGC pilots and the Club's Bergfalke competed in the Adelaide Soaring Club's annual Easter Regatta at Gawler airfield. This is the story of Raj Bholanath and Anthony Smith's flight, which won the Most Meritorious Flight Trophy for the weekend.

Friday looked like the only day on which competition flying would be possible, as rain was forecast for the rest of the long weekend. As luck would have it Friday was my day to fly, with Anthony as the instructor in the back seat to help me around the task. It was an early start since the gliders had to be rigged and made ready for competition (ie. copious amounts of tape applied to cover the gaps and holes in the Bergy!) I turned up early enough to see the Balaklava Gliding Club rig their "baby", their new ASK21 two seat glider. Adelaide Soaring Club was ready with their Twin Astir, complete with (fake) winglets and sharks teeth "painted" (with black tape) across the nose. The other twin seaters in the field were ASC's Janus and our Bergfalke. The twin seater battle lines were drawn. In all there were 17 gliders competing in both the higher performance sports class, and the handicap class for two seaters and older aircraft. Anthony and I were in the least performing aircraft in the competition and hence had the best handicap.

The weather prediction for the day was for thermals to 4 knots up to 4,500' with a sea breeze later in the afternoon. Due to the less than good conditions, shorter tasks were set. The handicap class task was Gawler trotting track - Owen - Kapunda - Gawler airfield, just over 100 km. The sports class task was slightly further, Gawler trotting track - Hoyleton - Kapunda - Gawler airfield.

At the take-off line race tactics were being discussed between various pilots and their ground crew. One pilot's objective was "I don't care where I finish as long as I beat the Bergfalke back!". Our race plan was: start as early as possible, stay as high as we can, and get back at all costs (as no pubs were open on Good Friday an outlanding would be a long and dry affair!) Our retrieve crew consisted of Mandy Wilson and Peter Temple - IF he made it back, as he was competing too!



We had an exciting few moments at the start of launch where I demonstrated my rusty aerotow skills, but we were soon at release height and looking for our first thermal. The tug pilot had done well and we soon found one. As we banked into a 4 knot thermal three other gliders zoomed in to join us. I handed control to Anthony, who has more experience in 'gaggle' flying. As we got to the top of the thermal at about 4000' the radio announced that the start gate was open, so we immediately manoeuvred into starting position, took our start point photo and headed for Owen. We thought we were one of the first to start, but Paul Clift, in his old K-6E, GGv, was already disappearing into the distance at great speed. The other twin seaters started soon after us and set off in pursuit.

On the way to Owen, there were consistent 4 knots thermals to about 4500' that were well spaced, and we had only a slight crosswind to contend with our navigation. We were managing to stay one thermal ahead of the pursuing two-seater pack. We were expecting the Janus to come blasting through at warp factor nine in full negative flap, but after the first couple of thermals it seemed content to sit with the rest of the pack. We had a close look at a couple of paddocks along the way and thought about landing but we managed to find a thermal in time to stay up. Unknown to us at the time, Balaklava's ASK21 had to outland before the first turnpoint after not finding a thermal in time.

At Owen things improved when we caught a ripper 8 knot thermal, peaking to 10 knots. Turning at the silos (and taking the obligatory photo) we headed off towards Kapunda. The thermals started becoming harder to find and were getting weaker the further we went. We also started to worry that we had turned at the wrong town, since there were no other gliders in sight. The pack that had been following us was far behind, and we had no option but to push on to the next turnpoint.

We arrived low at Kapunda and could only find small 1 knot bubbles. We definitely knew where we were as Anthony had outlanded there the previous week with Andrew McCauley. Anthony scratched away in this for quite a while before we got into constant 1 knot lift as we got slowly higher. At about this point both of ASC's twin seaters, the Janus and Twin Astir, appeared well below us and tried to find our thermal. Their luck ran out and they both went looking for a paddock to land in.

We spotted a sports class glider heading back from its task thermalling above Kapunda, and went to join him. However his thermal was no better than the one we had left. While debating if we could struggle any higher in this thermal or if we should head for home, we spotted a gaggle of single seaters thermalling not far away, much lower than us and at a distance we could glide to, so we headed off. On the way we flew through 0.5 knot lift which we ignored, and got to the gaggle slightly below them, only to find they were circling in 0.5 knots. We had no choice but to join them.

After what seemed like forever, with a lot of head turning and continuous looking out, we saw one of the higher gliders leave the pack and head home. We watched him go for a while and then headed after him, since we weren't getting any higher. He ran into what looked like horrendous sink so we tried to avoid that area by flying around it. He stopped to top up height in another weak thermal and we soon joined him. He turned out to be Peter Temple in WUZ. He soon had enough height and headed home leaving us to struggle on by ourselves. The paddocks were now looking awfully close with Gawler airfield tantalizingly close. At least it wasn't going to be a long retrieve and Peter would be there to help out. However we managed to gain enough height to scrape back. No other two seater finished. We ended up finishing 3rd overall on handicap just ahead of Peter who came 4th. Paul Clift won the day with a blistering flight that left everyone far behind.

This flight won us the Most Meritorious Flight Trophy for the weekend, which is becoming a habit for the Bergfalke: it won the same trophy two years ago, flown by Peter Temple and Mandy Wilson.

What happened to the pilot that wanted to beat the Bergfalke? He managed to outland safely, but had an interesting retrieve. The fuel pump in his car died unexpectedly and nowhere was open over the entire Easter weekend to fix it. He was stuck in Adelaide and couldn't get home to Port Augusta until Tuesday. At least he was able to help Andrew McCauley retrieve the Bergfalke when it outlanded near Freeling on the Monday!!!

Raj

VIRTUAL FLYING

How cool would it be to have your own full motion flight simulator at home? John Dunkley is planning on building his very own in his garage at Salisbury. He plans on modeling a B747-400 glass-cockpit with full flight motion, out-of-the-window-display system and even a multi-channel sound system for increased realism.

The cockpit will be made from the cabin section of a Ford Falcon sedan. This car has many advantages: it has lots of room between the front seats to accommodate the central instrument/control panel, the doors allow easy entry, and they are readily available and inexpensive. The cabin will be from the fire-wall to the rear of the back seats, with everything removed except the front seats and trim, and is expected to weigh 150 kgs empty. The instrument panels and monitors will be constructed from laptop computer screens or old color 9" monitors. These and the electronics and switches are expected to add another 100 kgs to the cockpit weight.

John has not decided on the display system to be used, but he wants it to be as realistic as possible, hence an out-of-the-window system will be used. This will require some kind of projection system onto a screen mounted outside the 'aircraft'.



The platform motion will be hydraulically controlled. He had thought of controlling it electrically but decided it would be too difficult compared to a hydraulic system. The motion will be controlled through a dedicated computer, which will give the greatest flexibility with programming, including such simulated features as airpockets, turbulence and the front wheel 'bumping' over the joints in the concrete taxiway. He has purchased a 486DX66 PC for this computer.

Currently the simulator software will make use of Microsoft Flight Simulator 98. With assistance from Microsoft, software has been written and tested to extract pitch and roll angle information from FS98. This has suffered a slight setback unfortunately after he visited the P-3 Orion simulator at RAAF Edinburgh (courtesy of yours truly) and he realised he needed to simulate the accelerations felt in the cockpit, not the actual displacements of the cabin. However after a brief re-write I am sure he will be back on track soon.

The primary computer for this is a Pentium 200MMX with a number of cards to allow control feedback and communication with the motion control computer. John has all this and more on his web page at <http://www.senet.com.au/~dunkleyj> which is well worth a visit, especially to see how innovative a person can be when they really want to do something. Once John has progressed a little way into the construction of his simulator I hope to arrange a visit for those people interested.

John's aim of constructing his simulator from readily available off-the-shelf components means that it should be easily replicated. Could AUGC have a simulator in the future? Given that a lot of the design work and software is already done, all we would need to do is get the forward section of a two seat glider fuselage and mount it; rather than a glass cockpit we would need electro-mechanically operated instruments. It would be potentially useful for promoting gliding, teaching basic co-ordination and simply having a lot of fun (electronically link two sims together and have dog-fights!).

If the design is reasonably modular and the actual simulator cockpit could be mounted on the back of a trailer, then it could be easily transported to locations (shopping centres, shows etc) and set up as a demo of gliding (at a couple of dollars a flight, we might even generate some income). As a teaching aid it could be valuable in giving people a long 'flight' in which to practice their co-ordination, especially during the week when we don't normally fly. Of course there are disadvantages, including actually building it and then maintaining it. Simulators are a bit more complicated than gliders and are harder to maintain, hydraulics are messy things to work with and trusting software written by Microsoft is a tad optimistic. However it is achievable and would present an interesting thesis project if you are interested.

Anthony

REMINDERS

- * As soon as an aircraft lands, move it off to the side of the runway *as quickly as possible*. Somebody else might be trying to land as well. With the current restricted runway space it makes it easier if aircraft don't have to overfly and end up landing near the winch end of the runway.
- * Annual check flights will be due soon. Don't be surprised when an instructor asks you to get into a two-seater for a check flight.
- * TIF (Trial Instructional Flight) paper work must be completed *before* flying!
- * Many people would have received a GFA "Declaration of Physical Fitness" form with this newsletter. Please take the time to read and complete this form, *it is not difficult*. IT IS A LEGAL REQUIREMENT TO COMPLETE THIS FORM BEFORE FLYING SOLO. (It's one of the components of an A-Certificate.) The forms can be given to any Instructor in the Club - if you haven't received one (or are unsure if you've completed one in the past) just ask the Instructor.
- * The Club's Annual Dinner is on the 3rd July at Fleet Street Cafe, Adelaide, starting 7:30 pm, and will no doubt be a great night. *Could everyone who has a trophy please return it*, so that this year's presentations can be made to the victims, er, recipients.

Fleet Street Cafe

FULLY LICENSED RESTAURANT - CAFE

Meals

TOASTED RAISIN BREAD	\$ 2.70
HOT CROISSANT - Served with jam & cream	\$ 3.50
CROISSANT - Served with ham, cheese & tomato	\$ 3.90
SANDWICHES	\$ 3.90
Toasted or plain with various fillings: ham, chicken, tomato, cheese, lettuce, cucumber & onion	
SOUP OF THE DAY - Please ask our friendly staff	\$ 4.00
PRINTER BLOCK	\$ 6.50
Open style toasted roll, your choice of ham, cheese, chicken, tomato, pineapple, asparagus or corn	
1/2 SERVE PRINTER BLOCK	\$ 3.90
FLEET STREET DOORSTEP	\$ 6.50
Open style sandwich, basted with tomato & BBQ sauce Your choice of fillings: cheese, tomato, pineapple, asparagus, cori, bacon or ham	
1/2 SERVE FLEET STREET DOORSTEP	\$ 3.90
FOCCACCIA - Home Baked Italian Style Bread	\$ 6.90
- ham, cheese, tomato, alfalfa & lettuce - chicken, avocado, cheese & lettuce - salami, oregano, cheese, sundried tomato & lettuce	
PATE - Homemade	\$ 6.90
Chicken livers in brandy, special herbs & spices, served with toast & salad	
MURDOCHS MUFFINS	\$ 6.50
Hot bakers muffins topped with melted cheese, capsicum, relish & a sprinkle of paprika	
DAILY HOT DOG	\$ 6.90
Served with bacon, cheese & your choice of mustard or tomato sauce & french fries	
BAKED POTATO	\$ 7.90
Create your own toppings, served with a garnish of coleslaw salad	
PASTA	ENTREE \$6.90 MAIN \$ 7.90
SPAGHETTI BOLOGNESE Juicy tomato & meat sauce	
SPAGHETTI ARMATRICIANA Bacon, onion & a touch of chilli in a tomato sauce	
FETTUCINI CARBONARA Creamy sauce with bacon, onion, capsicum & mushroom	
FETTUCINI PUTTANESCA Olives, anchovies, oregano, hot chillies & capers in a tomato sauce	
RAVIOLI NAPOLETANA Tasty tomato & herb sauce	
PENNE PESTO Aromatic basil, walnut & garlic sauce, garnished with Neapolitan sauce	
LASAGNA - Home Baked	\$ 8.90
Served with salad or vegetables	
QUICHE LORRAINE	\$ 8.50
Served with salad or vegetables	
VEGETARIAN PUMPKIN SLICE	\$ 8.50
Served with salad or vegetables	
WHITING (2 Pieces)	MAIN \$13.90
WHITING (1 Piece)	ENTREE \$10.90
South Australian Whiting, grilled or crumbed and deep fried, served with salad and french fries	
FISHERMANS BASKET	\$13.90
A collection of deep fried prawns, calamari & whiting, served with salad & french fries	
CRUMBED CALAMARI	\$11.90
Served with salad & french fries	
CRUMBED PRAWNS	\$12.90
Served with salad & french fries	
GARLIC PRAWNS	\$12.90

STEAKS	\$12.50
Rump or Porterhouse with your choice of diame, pepper or mushroom sauce, served with salad or vegetables and french fries (cooking time approximately 20 minutes)	
CHICKEN SATAY	\$ 8.90
Two satays topped with peanut sauce on a bed of rice, served with salad or vegetables	
CAJUN CHICKEN STIR FRY	\$ 8.90
Mild-Hot spicy chicken with stir fried vegetables served on a bed of rice	
CHICKEN SESAME ROLL	\$ 7.90
Roast diced chicken in gravy with cucumber, tomato, lettuce & mayonnaise in a bun, served with french fries	
CHICKEN FILLET BURGER	\$ 7.90
Crumbed chicken in a bun with mayonnaise, cheese, tomato, lettuce, pineapple, served with french fries	
HERALD BURGER	\$ 8.90
Home made style hamburger, in a bun with lettuce, tomato, cucumber, onion, capsicum & cheese served with french fries (cooking time approximately 20 minutes)	
SCHNITZEL BURGER	\$ 7.90
Fried schnitzel in a burger bun, served with tomato, lettuce, mustard & french fries	
VEAL PARMIGANA	\$11.90
Schnitzel topped with a traditional sauce & melted cheese. Served with salad or vegetables & french fries	
CHICKEN PARMIGANA	\$11.90
Crumbed chicken topped with a traditional sauce, olives, capsicum, sundried tomatoes & melted cheese, served with salad or vegetables & french fries	
SCHNITZEL	\$ 8.90
Schnitzel served with salad or vegetables & french fries	

Daily Extra s

SOUP OF THE DAY (Please ask our friendly staff)	\$ 4.00
GARLIC BREAD	\$ 3.00
HERB BREAD	\$ 3.00
SIDE SALAD (with bread roll extra .50¢)	\$ 3.50
MEDITERRANEAN SALAD (with bread roll extra .50¢)	\$ 4.00
CHICKEN AVOCADO SALAD	\$ 4.90
FRENCH FRIES (gravy extra .50¢)	\$ 3.50
POTATO WEDGES (sweet chilli extra .50¢)	\$ 4.00
Mild spiced & served with sour cream	
VEGETABLES (with bread roll extra .50¢)	\$ 4.00

Desserts

APPLE PIE - Served hot with cream or ice cream	\$ 4.20
STRAWBERRY BAVARIAN FLAN	\$ 4.90
CHEESE CAKE	\$ 3.90
CHOCOLATE HAZELNUT GATEAU	\$ 4.20
RUM SLICE	\$ 3.90
BANANA CARAMEL PIE	\$ 3.90
FRESH FRUIT SALAD - Served with cream or ice cream	\$ 4.50
SUNDAY TIMES	\$ 3.90
Three scoops of ice cream with a banana split, topped with strawberry or chocolate topping & sprinkled with nuts	
CARROT & WALNUT CAKE	\$ 3.90
BLACKFOREST CAKE	\$ 4.20
CHOCOLATE MOUSSE	\$ 3.90
CHOCOLATE FUDGE MOUSSE CAKE	\$ 3.90
PAVLOVA ROLL	\$ 4.20
LEMON MERINGUE PIE	\$ 3.90
GELATI - Four scoops of assorted flavours	\$ 3.90
WAFFLES - Served with cream or ice cream	\$ 3.90
PLAIN PANCAKES	ONE \$3.30 TWO \$ 4.30
Served with cream, maple syrup & maple syrup	

AT WEST BEACH

West Beach is where we carry out the maintenance and repair on our gliders and equipment. There are usually volunteers working down there on Monday and Tuesday evenings. Here is a summary of what has been going on:

Bocian: Yes it's still at the back being slowly rebuilt. It was extensively damaged a few years ago and progress is slow because of all the other work.

Puchatek: Yes it's back again after a slight mishap. See this month's front cover for a clue.

Winch #3: The winch drums and diff have been mounted on the F100 chassis. Part of the back wall of the cab needs to be cut away to fit the winch drive shaft to the transfer box.

AUGC ON THE NET

Yes, the club has its very own presence on the Internet, complete with pinups of some of your favorite gliders, including the *Libelle* and *Puchatek*. Find out heaps of useful information, and check out what's happened before it's even happened! (Well, almost.) Click away now to:

<http://www.augc.aus-soaring.on.net/>

You can also stay in touch via our e-mail list:
augc-people@internode.com.au

If you want to join this list send an e-mail to:
augc-people-request@internode.com.au

WHAT'S ON IN JUNE?

General Meeting Wed 3 June

Final arrangements will be made for the Flinders Ranges trip - if you intend going it would be prudent to be there. If you can't make it, call Catherine on 018 803 705 for final details.

Anthony may also give a talk on advanced aerodynamics and aircraft structures, depending on interest/time remaining, etc.

6:30 pm Uni bistro for dinner.

7:30 pm Canon Poole Room, Adelaide Uni.

Drinks in the bar afterwards.

Executive Meeting Tue 16 June

7:30 pm at Mandy's; all Club members welcome to attend and have a say in how the Club is run. Not as boring as you might think!

Film Night "Into the Deep" Wed 17 June

The ultimate 3-D experience on a ginormous movie screen 4 stories high!

IMAX Cinema

East End Cinema Complex, Rundle St

7:00 pm \$14 Adult, \$11 Concession

Ring Angus on 84311491 for more details.

Annual Dinner Fri 3 July

Fleet St Cafe 7:30 pm
162 - 170 Pulteney St
(adjacent to Hindmarsh Square)

Fully licensed restaurant with private mezzanine area booked for the night.

Come along for the presentation of trophies and awards.

RSVP Angus (84311491) or email:
steve.s.mcguinness@centrelink.gov.au
by 26 June.

MAY ON FIELD

Sat 2 May: A late start to flying. Angus and Anthony did major work on the clubhouse guttering. Angus then did some crosswind landings to complete his B-Certificate. Steve and Karen had a 1.5 hour flight, and Karen re-soloed.

9 launches

Approx 3 hours flying.

Sun 3 May: No flying.

Sat 9 May: A reasonable turnout.

10 launches

Approx 6 hours flying.

Sun 10 May: Obviously everyone stayed home for Mother's Day. Only 3 ratbags on field. Peter Cassidy and Andrew McCauley snuffed out an eagle with the Bergie. This must have made Peter happy, as Andrew was converted to MI immediately after.

6 launches

2.5 hours flying.

Sat 16 May

&

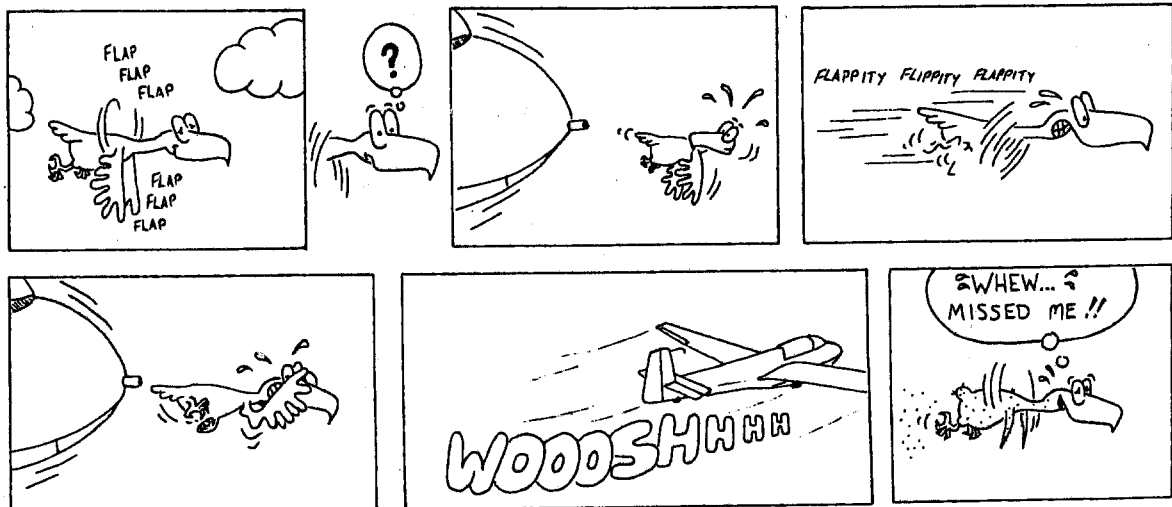
Sun 17 May

&

Mon 18 May: Not sure exactly, but I know the Puchatek figured prominently.

Sat 23 May: I was freezing my Privates off on an Army Reserve exercise at Mt Crawford State Forest so I don't really want to know that other people may have been blissfully soaring through the heavens without a care in the world and without anyone screaming orders at them or shooting bullets at them or tossing hand grenades at them and generally feeling Oh So Smug because they're Up There touching the pristine Face of God and not groveling around in the filth and mud having a thoroughly wretched time while they dance the skies and laugh and spin and do hundreds of things that don't include eating ration packs and being ambushed which wouldn't at all be necessary if only there was a bit more niceness in the world.

Sun 24 May: See above.



ACTUAL NEWSPAPER HEADLINE:

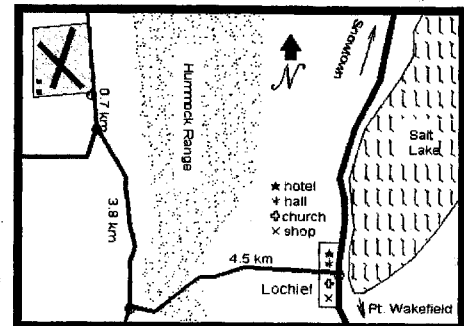
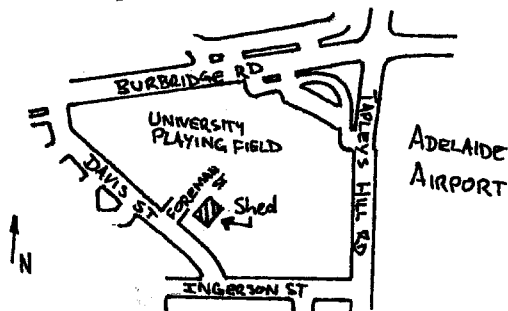
Cold Wave Linked to Temperatures

AUGC: What's on in June?

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
1 7:45 pm West Beach Shed Puchatek repair Bocian repair Winch #3	2	3 General Meeting. Flinders arrangements 6:30pm Uni Bistro tea 7:30pm Canon Poole Rm All Welcome!	4	5	6 ** Flinders Ranges ** Camp	7 ** Flinders Ranges ** Camp
8 ** Flinders Ranges ** Camp	9	10	11 Call Contact Person 018 810 963	12	13 Go gliding...	14 Go gliding...
15 7:45 pm West Beach Shed Puchatek repair Bocian repair Winch #3	16 Executive Meeting. 7:30 pm at Mandy's 6 Neptune Ave Modbury Heights All welcome!	17 IMAX Film Night 7:00 pm 3-D Film: "Into the Deep"	18 Call Contact Person 018 810 963	19	20 Go gliding...	21 Go gliding...
22 7:45 pm West Beach Shed Bocian repair Winch #3	23	24	25 Call Contact Person 018 810 963	26	27 Go gliding...	28 Go gliding...
29 7:45 pm West Beach Shed Puchatek repair Bocian repair Winch #3	30	1 General Meeting. 6:30 pm Uni Bistro tea 7:30 pm Canon Poole Rm. All Welcome.	2 Call Contact Person 018 810 963	3 ** Annual Dinner ** Fleet St Cafe 7:30 pm	4 Lose hangover. Go gliding...	5 Go gliding...

SO YOU WANT TO HELP AT WEST BEACH?

- Do you want to help fix the gliders or build the winch at West Beach, but can't get there?
- A lift is available from the Adelaide University footbridge at 7.30 pm Mondays and Tuesdays.
- You can also ring Anthony on (08) 8393 2646, e-mail: anthony.smith@adelaide.on.net. He can organize a lift for those who need it.



SO YOU WANT TO GO FLYING THIS WEEKEND?

- You must ring the club contact person, Mandy, on the Thursday before, between 8.30 pm and 10.00 pm, on **018 810 963** so that she can organize instructors and transport for those intending to fly.
 - A lift to Lochiel is available from the Adelaide University footbridge at 7.00 am, from the Caltex Service station on Port Wakefield Rd, Bolivar at 7.30 am, or from elsewhere (by arrangement only) if you have real transport problems.
- Remember to phone the contact person or you could be forgotten

Uni Gliding

If undelivered please return to:
AUGC Inc.
c/o Sports Association
Adelaide University SA 5005

